

Approved For Release 2002/10/31 : CIA-RDP99B00048R000100350006-4

TOP SECRET

(When Filled In)

FILE INFO

REPRODUCTION PROHIBITED

ACTION	1	OPS	6	7	11	16
	2	MAP-2 CAS	7	Crash	12	17
	3	U.S.	8	Stage	13	18
	4	DS.	9	None	14	19
	5	See	10		15	20

IN 51956

TDR: 24/1945Z SEP 71 WP

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25X1A

25X1A PRIORITY

SCOPE SAINT V

ANNEX A TO OPRD 3-71

A. SCHEDULE OF EVENTS.

1. U-2R AND C-141 DEPLOYMENT.

U-2R/MSN 0111A C-141

DEP EDWARDS 20/0200Z OCT 18/2000Z OCT

ARR [REDACTED] 20/1420Z OCT 19/1200Z OCT

(NOTE: C-141 WILL HAVE ENROUTE REFUELING STOP AT DOVER

AFB WITH GROUND TIME DELAY TO BE DETERMINED BY ACFT COMDR

SO AS TO ARRIVE [REDACTED] NLT CITED DATE AND TIME.)

2. LOCAL TRAINING FLIGHTS.

[REDACTED] 22/1000Z

22/1400Z

25/1000Z

25/1400Z

(NOTE: 23 AND 26 OCT MAY BE USED AS BACKUP DATES FOR
LOCAL TRAINING FLIGHTS.)

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3. U-25 AND C-141 REDEPLOYMENT

25X1C

U-25 / MSN 8121A

C-141

APP. EDWARDS

27/08302 CCT

(NOTE: C-141 WILL HAVE ENROUTE REFUELING AND CUSTOMS CLEARANCE
STOP AT DOVER AFB WITH ESTIMATED THREE HOUR GROUND TIME BEFORE
LAUNCH FOR EDWARDS.)

E. U-2R DETAILED ROUTE.

I. DEPLOYMENT

25X1A

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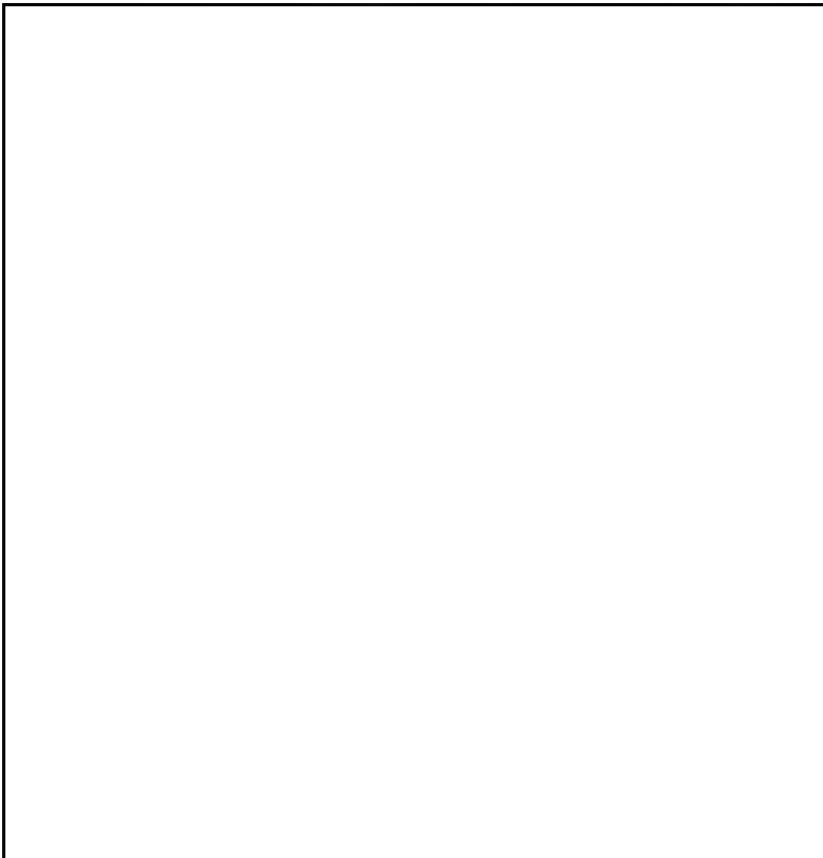
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25X1A

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CMV FUEL REQUIREMENTS AND ALTITUDE PROFILES.

1. DEPLOYMENT AND REDEPLOYMENT, PLAN TO FLY MAXIMUM RANGE CRUISE PROFILE. FUEL REQUIREMENTS AS DETERMINED BY DETACHMENT.
2. LOCAL TRAINING FLIGHTS PLAN TO FLY MAXIMUM ALTITUDE PROFILE. FUEL REQUIREMENTS AS DETERMINED BY DETACHMENT.

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3. MINIMUM FUEL RESERVE AT HI CONE 150 GALLONS.

D. FLIGHT CLEARANCES.

1. THE U-2 DEPLOYMENT AND REDEPLOYMENT FLIGHTS WILL BE BLACK.
 C-141 WILL FILE IN ACCORDANCE WITH APPROPRIATE USAF/MAC
 DIRECTIVES.

2. FOR U-2 TRAINING FLIGHTS APPROPRIATE

CLEARANCES WILL BE FILED (AIRCRAFT DESIGNATOR U-2 WILL BE UTILIZED).

25X1C

25X1A

F. COMMUNICATIONS PROCEDURES.

U-2 CALL SIGN FOR DEPLOYMENT WILL BE REDEPLOYMENT
 CALL SIGN WILL BE FURNISHED AT A LATER DATE.

25X1A

G. DIPLOMATIC CLEARANCE. NOT REQUIRED FOR U-2R OR C-141.

H. ABORT CRITERIA.

1. THE PILOT WILL BE BRIEFED THAT THE FAILURE OR MALFUNCTION
 OF ANY OF THE FOLLOWING SYSTEMS, ITEMS, OR FLYING SAFETY
 FACTORS, WILL BE CAUSE FOR ABORT. IF THE MISSION IS ABORTED
 THE AIRCRAFT WILL PROCEED TO THE NEAREST SUITABLE RECOVERY BASE.

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(A) ENGINE

- (1) ENGINE ROUGHNESS OR FLAMEOUT.
- (2) OIL PRESSURE OR TEMPERATURE OUT OF LIMITS.
- (3) FUEL PRESSURE.
 - A. OUT OF LIMITS.
 - B. UNEVEN OR UNCONTROLLABLE FUEL FEEDING.

(B) ELECTRICAL AND COMMUNICATIONS.

- (1) MAIN AC GENERATOR.
- (2) TACAN AND ADF (ADF ONLY IS NOT CAUSE FOR ABORT).
- (3) LOSS OF UHF AND/OR HF.

(4)

(C) AUXILIARY EQUIPMENT.

- (1) AUTOPILOT.
- (2) HYDRAULIC PRESSURE.
- (3) COCKPIT PRESSURIZATION.
- (4) OXYGEN SYSTEM.

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(D) MISCELLANEOUS.

ANY OTHER MALFUNCTION EITHER SINGLY OR IN COMBINATION
THAT WOULD AFFECT THE SAFETY OF THE MISSION.

I. WEATHER MINIMUMS.

25X1C 1. THE FORECAST WEATHER PRIOR TO DEPARTURE FROM
EDWARDS FOR THE DEPLOYMENT WILL BE AT LEAST A 500 FT
CEILING AND TWO MILES VISIBILITY FOR A PAR OR ASR APPROACH.

2. THE ALTERNATE AIRFIELD WEATHER MINIMUM FOR DEPLOYMENT AND
TRAINING MISSIONS WILL BE A CEILING OF AT LEAST 1000 FT OR
500 FT ABOVE THE LOWEST PUBLISHED LANDING MINIMUM, WHICHEVER
IS GREATER AND A VISIBILITY OF TWO MILES OR ONE MILE ABOVE
THE LOWEST PUBLISHED LANDING MINIMUM, WHICHEVER IS GREATER.

3. FOR TRAINING MISSIONS THE MINIMUM WEATHER FORECAST FOR

25X1C WILL BE 500 FT CEILING AND ONE MILE VISIBILITY
FOR PAR AND ASR FORECAST.

4. PAR MINIMUM WEATHER FOR U-2 TO INITIATE OR CONTINUE
APPROACH WILL BE 200 FT CEILING AND ONE-HALF MILE
VISIBILITY. IN NO CASE WILL THE PILOT ATTEMPT TO LAND
OR CONTINUE AN APPROACH IF WEATHER CONDITIONS ARE LESS
THAN THE PAR MINIMUM.

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J. EMERGENCY PROCEDURES, BASES, SEARCH AND RESCUE.

1. AIR SEA RESCUE SUPPORT FOR OVERWATER PORTIONS OF DEPLOYMENT

25X1A AND REDEPLOYMENT WILL BE REQUESTED BY PROJ HGS. PILOT WILL
REPORT PASSAGE OF POSITION ON UHF AT EACH ORBITING
POSITION.

2. EMERGENCY BASES.

(A) EMERGENCY BASES PRIOR TO DEPARTING CONUS AT THE
DISCRETION OF THE DETACHMENT COMMANDER; HOWEVER,
LORING AFB WILL BE THE PRIMARY ON THE EAST COAST,
PLATTSBURG AFB SECONDARY.

25X1C

K. REPORTS REQUIRED.

25X1A 1. FOR DEPLOYMENT AND
REDEPLOYMENT ARE REQUIRED. DAILY TRAFFIC IS
REQUIRED DURING STAY

25X1A

25X1C

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25X1A PAGE 5 T O P S E C R E T2. PROJ HQS WILL BE NOTIFIED VIA IMMEDIATE

25X1A

PRECEDENCE MESSAGE OF THE FOLLOWING:

- (A) ARRIVAL AND DEPARTURE TIMES OF C-141
- (B) ARRIVAL TIMES FOR C-130S TO INCLUDE AMOUNT OF SPECIAL FUEL AND/OR EQUIPMENT TO BE DELIVERED.

L. SPECIAL PROCEDURES AND INSTRUCTIONS.

25X1A 1. COMMANDER IS TO ADVISE PROJ HQS THE NAMES OF PILOTS SCHEDULED FOR EACH MISSION.

25X1C 2. LOCAL AND FLIP FLIGHT PROCEDURES WILL APPLY ON MISSIONS FLOWN AND THE DEPLOYED TASK FORCE COMMANDER (DTFC) IS RESPONSIBLE FOR ASSURING PILOTS ARE BRIEFED ON THESE PROCEDURES.

25X1C 3. DTFC IS AUTHORIZED TO BRIEF LOCAL CRASH RESCUE CREWS ON GROUND EGRESS PROCEDURES.

25X1C 4. USAF MARKINGS WILL BE PLACED ON U-2 (I.E., SMALL TYPE STARS AND BARS ON THE APPROPRIATE PLACE ON WINGS AND FUSELAGE, PLUS USAF TAIL MARKINGS (68-7333).

25X1C 5. SYSTEM 17 AND 21 TAPES WILL BE LOADED ON REDEPLOYING C-141 SO AS TO BE READILY AVAILABLE FOR OFF LOADING AT DOVER AFB.

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6. DETACHMENT WILL DEPLOY WITH SUFFICIENT FILM FOR TWO TRAINING FLIGHTS PLUS TWO 6500 FT ROLLS FOR ONE ADDITIONAL MISSION.

7. [REDACTED] COMMANDER/DTFC, AS APPROPRIATE, IS AUTHORIZED TO DELAY DEPLOYMENT AND REDEPLOYMENT UP TO ONE HALF HOUR FROM SCHEDULED DEPARTURE. PROJ HQS WILL BE ADVISED OF ANY ANTICIPATED OR ACTUAL DELAYS.

8. TRACKER CAMERA WILL BE UTILIZED ON TRAINING MISSIONS. TRACKER FILM WILL BE RETURNED TO [REDACTED] FOR EVALUATION.

9. FLIGHT TRACKS FOR TRAINING FLIGHTS AND TAKE HANDLING INSTRUCTIONS WILL BE FORWARDED VIA SEPARATE MESSAGE.

25X1A 10. [REDACTED] WILL DETERMINE POINT OF SAFE RETURN (PSR) FOR DEPLOYMENT AND REDEPLOYMENT ROUTES AND PROVIDE PROJ HQS WITH THIS INFORMATION.

25X1A M. FOR [REDACTED] REQUEST THE FOLLOWING INFORMATION BE FORWARDED TO PROJ HQS WHEN KNOWN:

1. C-141 TAIL NUMBER
2. CALL SIGN
3. NAMES, RANK, SSN AND SECURITY CLEARANCES OF C-141 CREW MEMBERS.

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